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REPORT NO. [REDACTED]

COUNTRY	Rumania	TOPIC	1. Bucharest-Dudesti-Cioplea Airfield	25X1A
			2. Air Squadron of the Ministry of the Interior	
EVALUATION				
DATE OF CONTENT				
DATE OBTAINED	25X1A			
REFERENCES				
PAGES	3	ENCLOSURES (NO. & TYPE)	1.-sketch on ditto	
REMARKS	<p style="text-align: center;">Return to CIA Library</p> <hr/> <hr/>			

25X1X

- 1. The Bucharest-Dudesti-Cioplea (XC 7440) airfield was occupied exclusively by the air squadron of the Ministry of the Interior. About 15 Klemm-35s, 2 Klemm-25s, 1 Klemm-38, 2 Focke-Wulfs of unknown type and 2 Fleets were stationed there.
- 2. The squadron was stationed at the field prior to December 1948. Gasoline was stored in drums and refueling was done by mobile hand pumps. Large quantities of fuel were always available. The reserve tanks of the planes were filled before the take-off. (1)
- 3. On 15 December 1948, the squadron was transferred from the Dudesti-Cioplea airfield, which was 700 x 300-meters and too small, to the Bucharest-Popesti-Leordeni (XC 73) airfield. (2) The planes were to be parked in the southern section of the field between the road to Oltenita and the railroad line. Not all planes were transferred at one time since the airport building was not completed. The pilots remained in Dudesti-Cioplea temporarily. (3)
- 4. The following buildings were erected for the squadron : two hangars, "Patent Br", with a floor area of 2,000 square meters; a guardhouse; and a stone structure 9 x 15-meters housing guard room, sleeping room, ordnance room, mess and kitchen. (4) The construction of the two-story airport terminal building started in December 1948. The squadron ver-

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sonnel were housed in two wooden cantonment buildings, one 8 x 25 meters and the other 8 x 15 meters. Two hangars with doors 12 meters wide were available for the aircraft at the Dudesti-Cioplea airfield.

5. The air squadron of the Ministry of the Interior is assigned to Assistant Minister Marin Jianu who issues the order for each flight. Only high officials of the Ministry of the Interior are carried by the squadron. An average of two flights daily is made.
6. The following personalities were identified :
 - a. Theodor Neculici, 33-year-old squadron leader, is married to a Russian. He must always wear dark glasses because of an eye disease. He is not a Communist and would like to emigrate but is greatly influenced by his wife. He is trusted in the Ministry, is very conscientious, and takes great care of the personnel and planes of which he is in charge. He is a major and wears a military uniform.
 - b. Savescu, (fnu), 30-year-old deputy leader of the squadron, holds the rank of captain. He is a confirmed Communist, spreads Communist propaganda and frequently denounces comrades. He is 1.65 to 1.68 cm tall, has brown, partially grey hair, and is unmarried.
 - c. Eugen Pop, 35-year-old squadron commissar, is a pilot and was formerly a parachutist. He is small, has dark brown and grey hair, and is unmarried. He has charge of the gasoline and oil storage.
 - d. Traian Rotaru, 28-year-old pilot, is 1.72 cm tall, has fair hair, and is unmarried. He is an anti-Communist and would like to flee but is afraid that his mother might suffer reprisals.
7. The pilots were supposed to attend a course for instrument flying on twin-engine planes but tried to avoid it. They receive a net monthly salary of 9,000 Lei. They eat their meals in the mess of the Ministry of the Interior, get their clothing free of charge and, on flights, are provided with food by the ministry officials on the flight.
8. Aircraft assigned to the squadron included : three Klemm-35s; two Fieseler Storchs; one obsolete Potez-25 with the inscription "Y.R.Baz", which formerly belonged to the Rumanian pilots Bazu Cantacuzino (sic); one new high-wing monoplane of Soviet make, similar to the Potez, which pilots did not dare to fly; two twin-engine Douglas planes; four planes of unknown type, temporarily stationed in Jassy; three Klemm-35s under repair; and one Ju-52 under repair.
9. Since spare parts were a critical item and very hard to get deadlined planes were stripped. (5)

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- (2) The transfer of the squadron is reported for the first time. The unit of the First Rumanian Fighter Squadron, equipped with Me-109s, was stationed at the Popesti airfield in August 1943. The planes are assumed to still be stationed there as the squadron of the Ministry of the Interior was permanently assigned to certain airfields.

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- (4)
(5) This information is received for the first time. Neculici, the squadron leader, was reported before but the name was written Negulici. [REDACTED] 25X1A

1 Annex : Airfield of Bucharest-Dudesti-Cioplea.

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